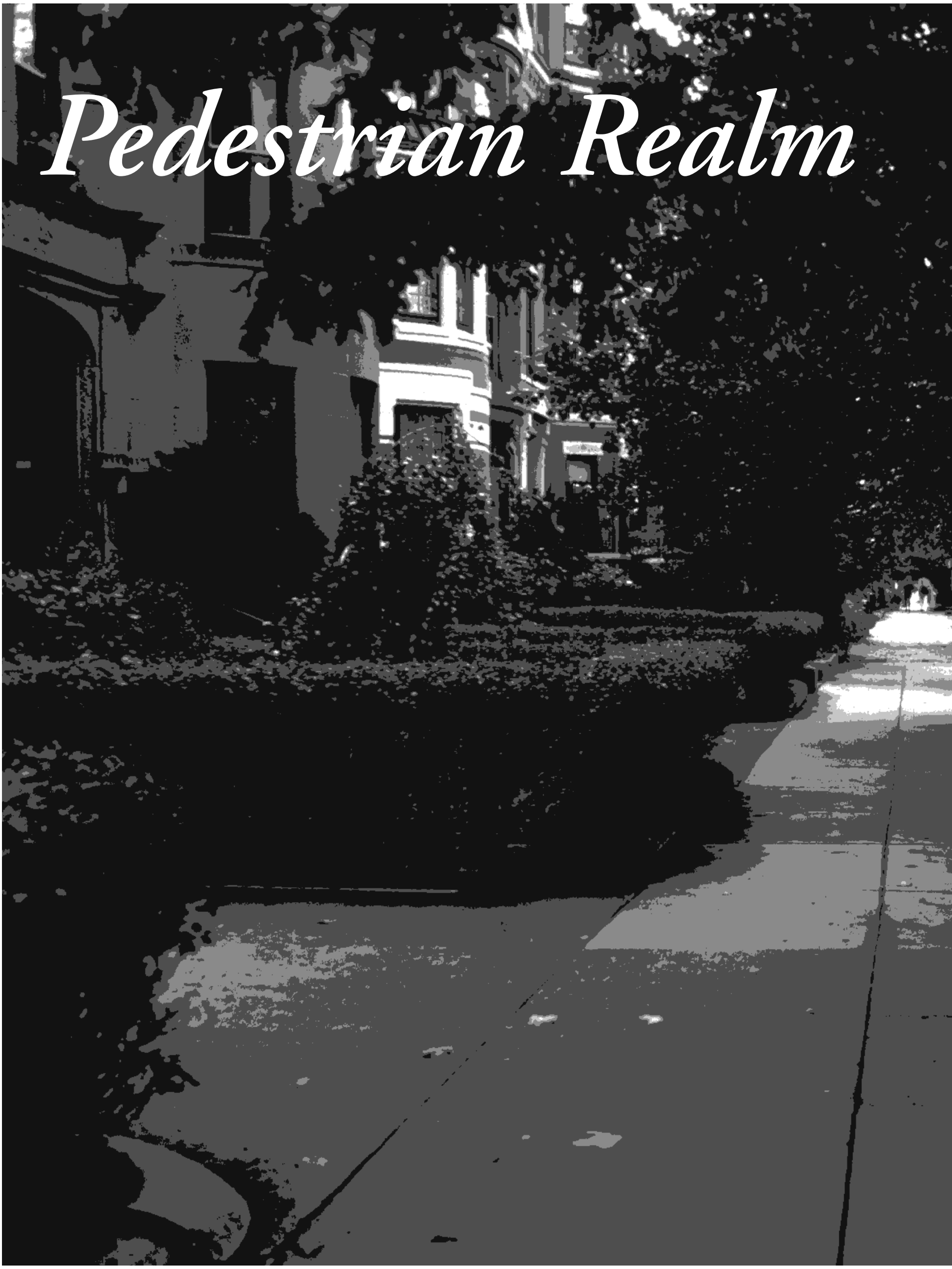
Pedestrian Realm



Walnut

Walnut

Pedestrians are the life blood of Downtown

The pedestrian realm is made up of the spaces used by the people walking in the City. Since at least a part of every journey is accomplished in the pedestrian realm, improving the pedestrian realm benefits everyone in the city.

More specifically, the pedestrian realm obviously includes all of the sidewalks, and it also includes bridges, skywalks, elevators, stairs and ramps used by the public, crosswalks, parks, the RiverWalk, and squares. At every location, the pedestrian realm is where the slow speed of walkers affords a more intimate sensation of the city than is possible from a vehicle.

Because pedestrians move more slowly than vehicles, and actually touch objects as they walk, every aspect of the pedestrian space impacts the pedestrian impressions of the Downtown. The building wall, or lack thereof, activity edge (cafés), signing, street furniture, street trees, parkway, tree wells, planters, lighting standards, the curb edge and parallel parking all have an influence on the quality of the pedestrian realm.

Careful design and maintenance of the pedestrian realm is therefore critically important to the enhancement of the Downtown. The pedestrian realm must be continuous, safe and pleasant. Pedestrians should be able to move easily and safely across streets along riverbanks and across parks and plazas. Positive experiences generate positive feelings about the Downtown, whilst negative experiences and impressions will literally drive people away from the Downtown and out into the suburbs. An important goal for the Downtown is to design and maintain the most positive walking experiences for all times of the day and for all of the seasons of the year.

Specific design features create the opportunities for a positive pedestrian realm. The width of walkways, for example, must be wide enough to accommodate the number of pedestrians, but not too wide as this may create a vacant feeling. For pedestrians to feel comfortable to move about freely, they must also be able to cross streets without long walks to crossings. The original grid of the City is well-spaced for this, but where streets have been removed, mid-block crossings should be considered for Type “A” and “A-2” streets.

The American Association of State Highway and Transportation Officials (AASHTO), has noted the importance of pedestrians to a downtown. In AASHTO's A Policy on Geometric Design of Highways and Streets (the "Green Book"), it is stated that: "...it is often extremely difficult to make adequate provisions for pedestrians. Yet this must be done, because pedestrians are the lifeblood of our urban areas, especially in the downtown and other retail areas. In general, the most successful shopping sections are those that provide the most comfort and pleasure for pedestrians."

It is noteworthy that AASHTO, an organization not created to focus on pedestrians, acknowledges this difficulty of making "adequate provisions" for pedestrians, because making adequate provisions for any of the users of the street often requires design trade-offs. More and wider traffic lanes within the fixed rights-of-way of the existing streets will mean less available width for sidewalks, street trees and street furniture such as benches and transit stop rest areas.

In the same manner, wider sidewalks, tree planting areas (urban parkways) and boulevards within the same fixed rights-of-way of the existing streets can compromise the capacity of the street for motorists. Milwaukee’s Downtown has an advantage in that many of the streets are wide and are functioning under capacity for most of the day. Many of the existing sidewalks are wide enough to provide options for pedestrian enhancements.

All city streets attempt to balance the pedestrian needs with vehicular movements. Where this balance tips in favor of the pedestrians is where great streets are found and postcard vistas are created. Further, a paradox of many great urban shopping and walking streets is that they are congested. One sure sign of a successful business is people waiting on the sidewalk to get in. A district in the city is most successful when it is filled with people.

As additional transit options are implemented in Downtown, and the "Park Once" concept goes into effect, more pedestrians may be anticipated and the

Walnut

Outdoor cafes animate the sidewalk

need for pedestrian accommodations will grow. A very positive pedestrian realm, particularly on the "A" and "B" streets will be critical to the success of Downtown.

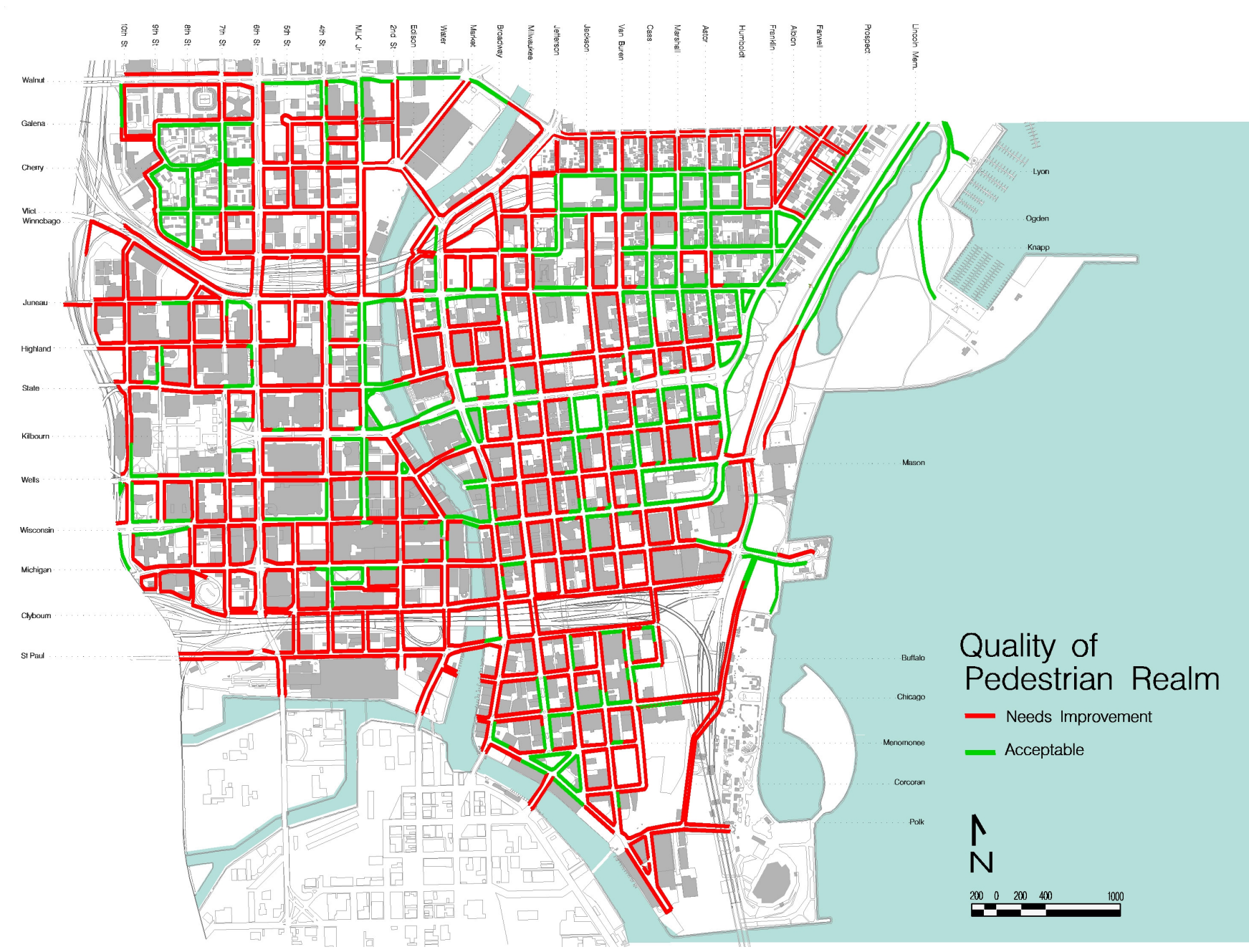
Toward the overall goal of improving the pedestrian realm, all of the streets in the Downtown will undergo some form of modification and enhancement. These improvements will include tree plantings, adding benches and bubblers, lighting changes, widening sidewalks by relocating curbs, redesigning crosswalks and intersections, and the installation of transit.

From the pedestrian perspective alone, the most important elements in the streetscape (such as trees and sidewalks) serve little or no function for vehicles moving goods and people along the same street; the converse is also true. Therefore, even when innocuous elements of the street are planned and installed, the overall effects must be measured and coordinated with the other competing needs of the street.

Allan Jacobs' 1993 book *Great Streets* notes several times that there are many immeasurable qualities and attributes of a "great street", but that "every fine street...invites walking." There can be little disagreement with this same standard for fine streets in Milwaukee's CBD: they, too, should "invite" walking.

It is especially important to keep in mind that when walking is not perceived as safe, convenient and comfortable, walking is not selected as the mode of travel by those who have a choice. Therefore, the guiding principles for the ongoing upkeep, maintenance and enhancement of Milwaukee's streetscape shall be the triad of safe, convenient and comfortable walking routes.

Walnut



Exposed surface parking lots negatively impact the pedestrian realm

Quality of the Existing Pedestrian Realm

Analysis of the Downtown pedestrian realm was determined through in-field evaluation, the VPS™ results and the synthesis of the maps produced during the public Vision Translation Workshops. The workshop indicated the discontinuity of the pedestrian realm between major activity generators.

The in-field evaluation reviewed the sidewalk width, pavement condition, maintenance, perceived safety and edge condition for the various building types such as retail, office and residential. (A summary of inventory findings is located in the Appendix.) All sidewalks and edges were classified as acceptable or in need of improvement. It must be understood that a "needs improvement" rating is not a reflection on past City practices, but rather an objective evaluation based on newer policies and higher criteria from the pedestrian perspective.

A "needs improvement" pedestrian realm was a common professional evaluation of the existing condition in the Downtown. This evaluation was usually catalyzed by locations with driveway crossings, parking garage openings, blank building walls, open parking lots, narrow sidewalks, sidewalk heavings of more than one inch, lack of a pedestrian buffer like parallel parking, few if any trees and poor quality or lack of street furniture.

Some of the negative reactions to the pedestrian realm relate to clutter found in and adjacent to the sidewalks. Some of this was associated either with construction activity or dumpsters located adjacent to the sidewalk.

The Map entitled Quality of the Pedestrian Realm graphically illustrates the perceived conditions. Many of the blocks have an unacceptable pedestrian realm on both edges. A few have only one side rated as inadequate. Blocks along streets proposed to be "A" and "A-2" that are presently classified as "needs improvement" should be prioritized for improvement. A phased plan of improvements should be developed for all other streets.

The Positive Pedestrian Realm

The pedestrian realm is a three and four-dimensional experience. The first two dimensions of the pedestrian realm are depicted on engineering drawings and consist of the width and length of the ground plane. The third dimension of the pedestrian realm contains the vertical elements: building wall or building activity edge, building signing, the street furniture, street trees, parkway, trees, tree wells, planters, lights and the curb edge to the street which may or may not have parking. The fourth dimension is the experiential aspect gained from moving along the sidewalk over time.

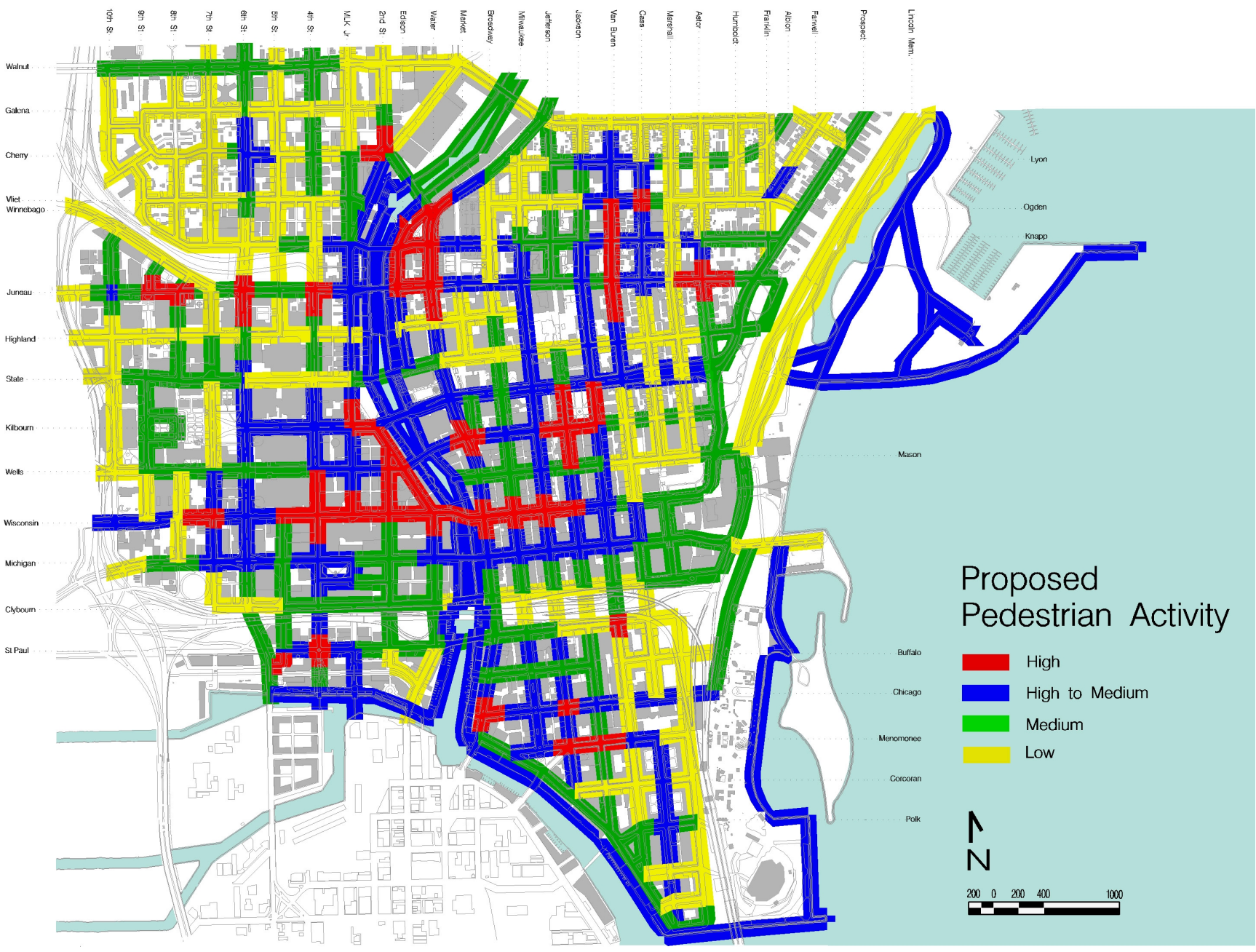
A positive pedestrian realm should have the following characteristics:

1. Sidewalks sufficiently wide to accommodate the projected pedestrian flow. Width for commercial edges should range between 12 and 24 feet.

2. Sidewalks in good repair and easy to walk on. They should be relatively smooth with no heaving, large cracks or very rough textures.

3. Sidewalks of interesting texture and color. Because pedestrians are close to and look at what they are walking on, the visual quality of ground surface becomes an important design feature. Pedestrians appreciate texture but also want it to be easy and safe to walk on. Texture does not necessarily mean brick. Texture can be created by scored concrete, changes in materials and shadowing. The more color the city can introduce to the sidewalks the more positive it will be perceived.

4. Street corners with handicapped access ramps.



5. Sidewalks are carried across the street through well-defined pedestrian crosswalks. Material changes create traffic calming devices.

6. Street crossings are safe and comfortable.

7. The building edges are interesting and engaging:
a. Retail edges have interesting display windows, outdoor displays or cafes;
b. Office edges are setback slightly with plantings;
c. Residential edges have a defined semi-public edge (low fence and landscaping), ground floors are raised above grade;
d. Civic/Institutional edges have engaging architectural facades and may be set behind landscaped plazas.

8. Lighting poles and fixtures are well designed, attractive at the base and provide adequate lighting of the pedestrian realm. The Milwaukee Harp light pole and fixture is an excellent basic design. It should be used as a single lower pole height on the smaller streets and with higher pole heights on the wider streets.

9. Street trees of proper type, height, foliage, trunk sizes, planting location along retail, office, residential, civic and institutional streets.

10. Street furniture can be a compelling feature of the street. Street furniture includes benches, planters, trash containers, and street art. The design, location and grouping of these elements is dependent on the function, size, building type and edge activities. In front of retail and office uses, the pedestrian realm should have benches, planters, trash receptacles, kiosks, bus shelters and banner poles. Office edges should have benches, planters, trash receptacles, kiosks, transit shelters, banner poles and street art. Residential edges typically have no street furniture except transit shelter. Civic/Institutional edges have planters, street art, fountains, benches, trash receptacles, banner poles, and transit shelters.

11. The curb edge should buffer the pedestrian from traffic. Parallel or head in parking should be present along all type "A" and "B" streets, with careful exceptions at intersections, curb bump-outs and major entrances to civic/institutional and hotels. Where parking cannot be provided, bollards or other decorative features can be used.

Streetscape locations

Pedestrian activity will vary at different locations in Downtown. The Proposed Pedestrian Activity Map designates a three tiered hierarchy from the most intensively used pedestrian areas through the lowest intensity use. Pedestrian intensity has been projected for each street based on the analysis of the street hierarchies, existing buildings uses and the proposed infill uses. Pedestrian realms with high pedestrian use include portions of Wisconsin, Broadway and Water Streets. Examples of the lowest projected pedestrian activity are under the freeways and along Clybourn Street.

Walnut

ELEMENT	Sidewalk for “A” street	Sidewalk for “B” street	Sidewalk for “C” street
ATM Machines	Subject to Building Setbacks; Permitted at Transit Stops	Subject to Building Setbacks; Permitted at Transit Stops	Subject to Building Setbacks; Permitted at Transit Stops
Awnings	Canopies at Building Entrances encouraged, Awnings and upper level window awnings encouraged on all but Historically-designated buildings	Canopies, Awnings and upper level window awnings permitted	Canopies and Awnings attached to Buildings Permitted
Banners	Encouraged; Both Over Street and Building Banners Encouraged from Facades	Encouraged Wherever "Type A" Street Details are called for; Both Over Street and Building Banners Encouraged	Over Street Banners Discouraged Except for Short-Term Events; Building Mounted Banners Encouraged
Benches	Benches 8 feet long and Building detailing 1-3' high encouraged for seating every 200-300 feet	Benches 8 feet long and Building detailing 1-3' high encouraged for seating at locations where pedestrians gather	Not encouraged on the sidewalk, building details permitting seating encouraged
Bicycle Racks	Building Setbacks Apply; Permitted at Transit Stops	Building Setbacks Apply; Permitted at Transit Stops	Building Setbacks Apply; Permitted at Transit Stops
Bollards	Decorative bollards permitted	Decorative bollards permitted	Building Setbacks Apply; Permitted at Transit Stops
Driveways/ Curb Cuts	No new driveway crossings of sidewalks permitted; existing must have visual and audible warning added	New driveway crossings of sidewalks strongly discouraged; existing must have visual and audible warning added	New driveway crossings of sidewalks discouraged; existing must have visual and audible warning added
Flowerstands	Strongly encouraged	Strongly encouraged outside public right-of-way	Not encouraged
Food & Soft Drink Vending Windows	Strongly encouraged to allow pedestrians to be served from sidewalk	Encouraged to allow pedestrians to be served from sidewalk	Not allowed
Fountains (Bubblers)	Required every 1,320'	Required every 2,640'	Required at transit stops
Fountains (Decorative)	Encouraged	Encouraged	Encouraged
Kiosks	Strongly encouraged in Mixed Use- may be combined with wayfinding system	Strongly encouraged in Mixed Use- may be combined with wayfinding system	Encouraged- may be combined with wayfinding system
News Stands	Permanent mounting required	Permanent mounting strongly encouraged	Permanent mounting strongly encouraged
Planters	Strongly encouraged	Strongly encouraged	Encouraged, strongly at Transit Stops
Public Art	Strongly encouraged in "A" and "C" zones of sidewalk	Strongly encouraged in "A" and "C" zones of sidewalk	Encouraged in "A" and "C" zones of sidewalk
Public telephones	Strongly encouraged in "A" and "C" zones of sidewalk	Strongly encouraged in "A" and "C" zones of sidewalk	Encouraged in "A" and "C" zones of sidewalk
Pushcarts	Strongly encouraged	Encouraged	Not encouraged
Sidewalk Cafes/Seating	Strongly encouraged	Allowed	Not encouraged
Sidewalk Displays	Strongly encouraged	Allowed	Not encouraged
Special Pavement Treatments	Strongly encouraged	Encouraged	Not encouraged
Street Artists	Strongly encouraged	Encouraged	Not encouraged
Street Closures	Encouraged for temporary and special events	Permitted for temporary and special events	Permitted for temporary and special events
Streetlights	Historic Milwaukee streetlights required; building uplighting strongly encouraged; Street level storefront lighting encouraged to remain on after hours; full spectrum bulbs required	Historic Milwaukee streetlights required; building uplighting strongly encouraged; Street level storefront lighting encouraged to remain on after hours; full spectrum bulbs required	Pedestrian scale lights of not more than 15 feet in height encouraged; full spectrum bulbs required
Trash Containers	Required every 400'	Required every 1,500'	Required at transit stops
Trees	In-ground trees strongly encouraged everywhere; where hollow walks preclude planting, planters required	In-ground trees strongly encouraged everywhere; where hollow walks preclude planting, planters required	In-ground trees strongly encouraged everywhere; where hollow walks preclude planting, planters required
Vendors	Strongly encouraged	Encouraged	Not encouraged

Street Furniture

Street furniture includes benches, planters, trash containers, street art etc. The following are a series of photographs of potential street furniture choices.

The Guide to Streetscape Elements indicates the three levels of pedestrian activity. Twenty-six streetscape elements have been listed in alphabetic order down the side, ranging from ATM machines to Vendors. Specific design and manufacturers should be determined for each of the elements. Design standards and coordination must occur to insure that all of these elements complement each other and enhance the character of the street. As with the Milwaukee lights, variation within a design theme is highly recommended for the various streets to reinforce the identity of the districts in Downtown. Streetscape elements must be selected and design specifications prepared for each of the street elements.

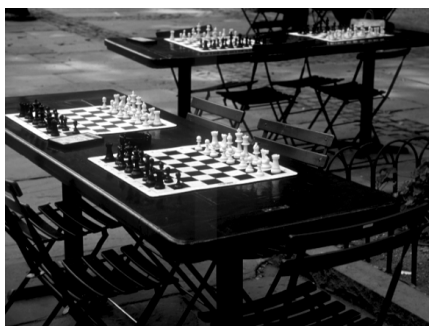
Tree Grates

Texture

Newsstands

Bicycle Racks

Benches



Cafes

Kiosks

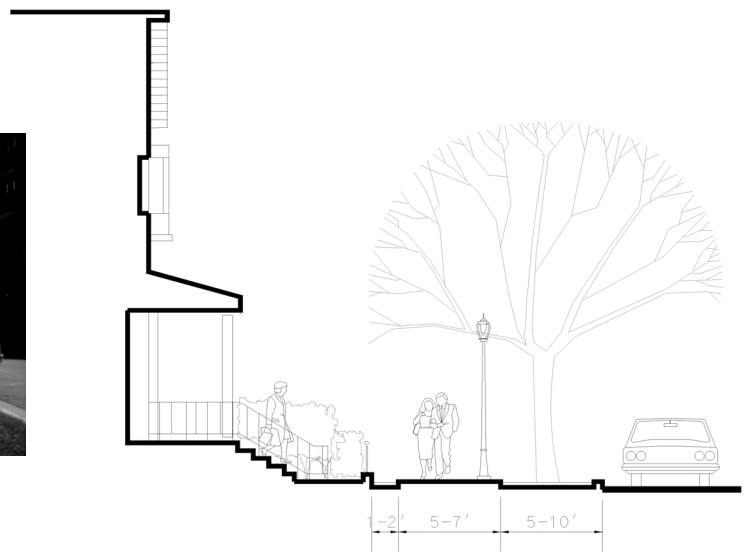
Walnut

Proposed Sidewalks

Four ideal sidewalk conditions should guide future development. They provide a range of sidewalk widths, tree planting locations and building edges based on the adjacent uses. Actual configurations will depend on street rights-of-way, parking, transit etc. These prototypes are categorized by the District where they will appear most frequently.

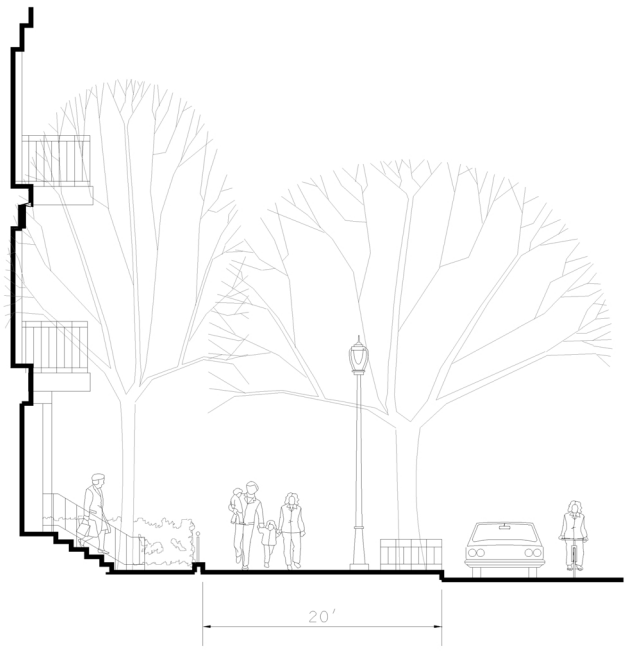
North End

Adjacent uses: Residential
Tree planting: In parkway
Planter/parkway width: Minimum 5 feet
Sidewalk width: Minimum 5 feet
Semipublic edge/fence or hedge: Yes



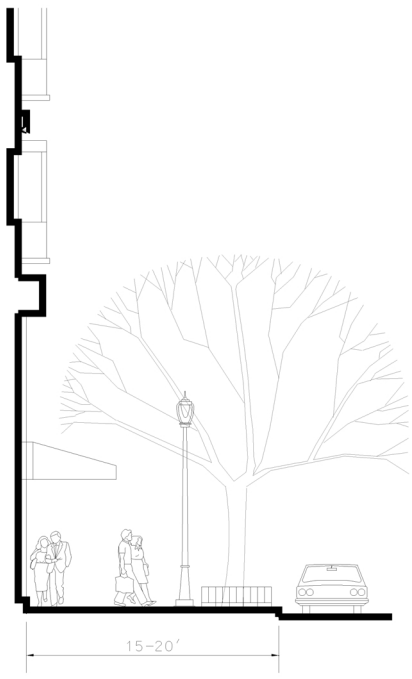
North End, South End

Adjacent uses: Residential Live/Work
Tree planting: In tree wells
Planter width: Minimum 3 feet
Sidewalk width: Minimum 12 feet continuous from curb
Semipublic edge/fence or hedge: None



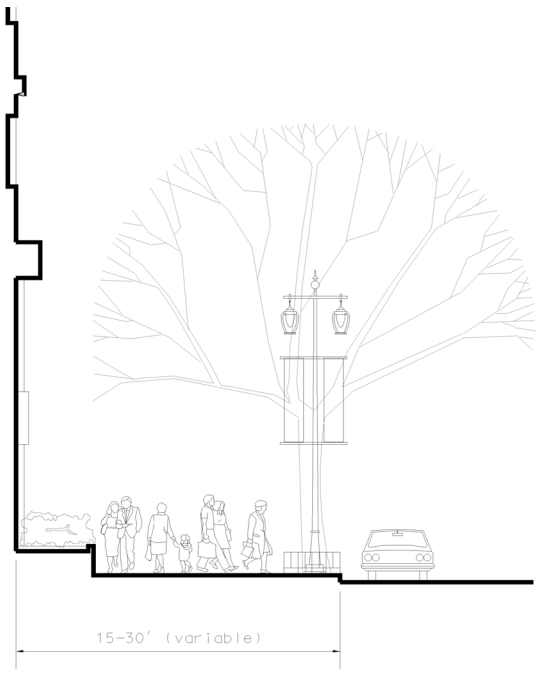
South End, Core

Adjacent uses: Mixed use, residential-office, retail
Tree planting: In tree wells
Planter width: Minimum 3 feet
Sidewalk width: Minimum 12 feet continuous from curb
Semipublic edge/fence or hedge: None



Core

Adjacent uses: Office/civic/institutional
Tree planting: In tree wells
Planter width: Minimum 4 feet
Sidewalk width: Minimum 12 feet continuous from curb
Semipublic edge/fence or hedge: None



Public Street Art

Public art should add beauty and interest to a significant place, such as plazas, parks or significant visual street terminations. These may include fountains, seating, plantings or plaza space as part of the design. Public art, banners, flags and sculpture add delight and interest to the street, as well as acting as landmarks.

Banners add a sense of identity, festivity, legibility and color to the street. Most of the banners in Downtown are attached to the light poles. Most of the banners could have greater effect if they were larger, thereby contributing a more pronounced cadence to the street.

Flags topping buildings provide a touch of color to the skyline. A sense of community is communicated through flag poles flying banners or flags. This can create a type of corporate pageantry. Unfortunately these flags fly only during summer festivals. Businesses should be encouraged to fly flags during the entire year. New buildings should incorporate this feature.

Public art can be both permanent and temporary. Art can help define and enhance the physical space and provide additional color and movement. Downtown has several good examples of public art, including statues—at Marquette Park, Wisconsin Avenue Bridge, and the Pfister Hotel—and large abstract installations—Bradley Center for the Performing Arts and the Marcus Plaza—and whimsical pieces around the Midwest Express Center. Street art can also be function as benches.

The plan recommends that public art be included in all the recommended new parks and plazas, along the RiverWalk and Lake Walk and along the boulevards.

Public art can provide innovative seating or play pieces

Public art might be temporary, but bring the community together in its creation

Public art should be incorporated into information systems and the transit system

Colorful banners enhance the public realm

Signs

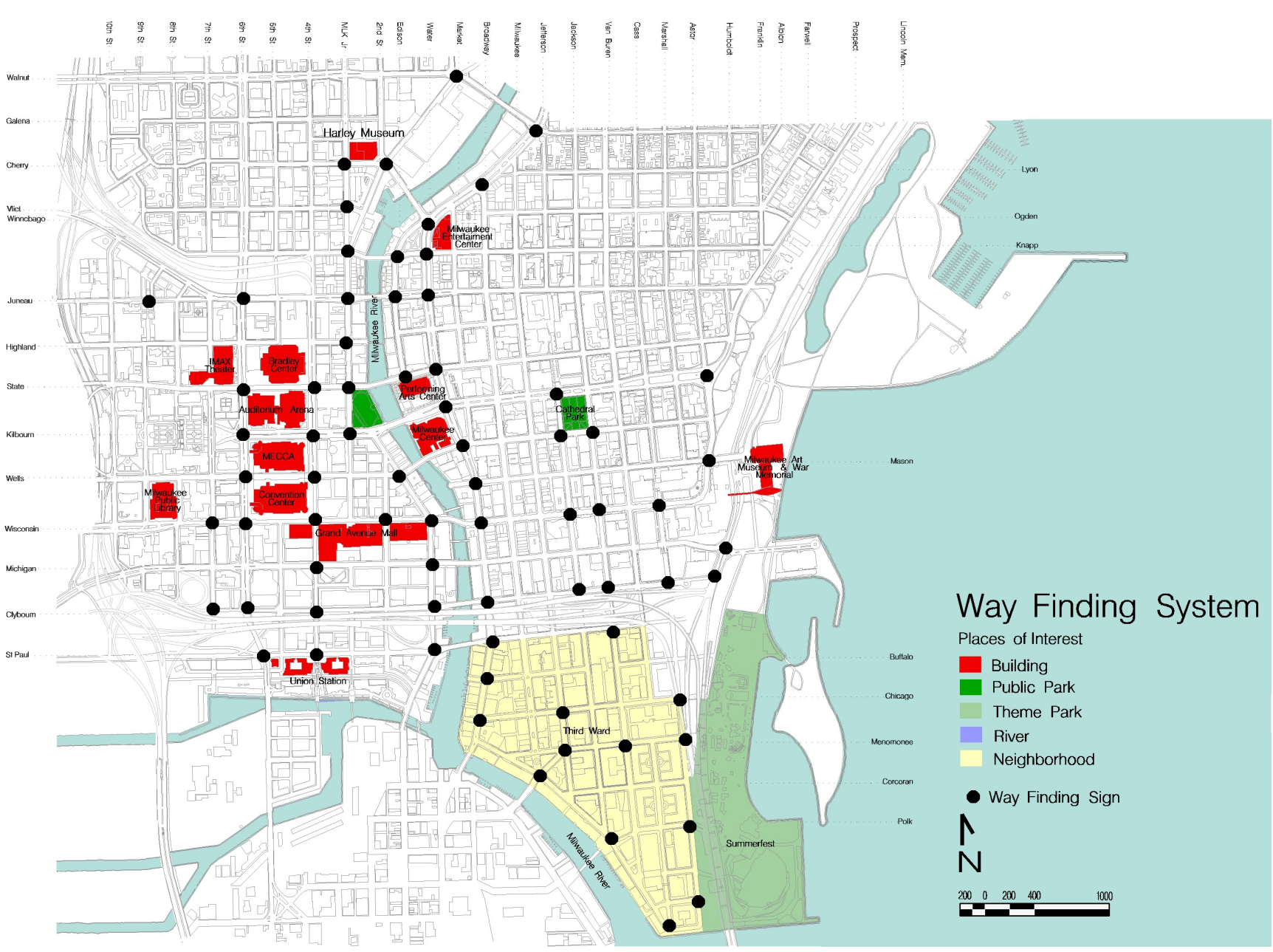
The recommendations for signing focus on providing information to both pedestrians and motorists. Signs must be visible and legible without overwhelming the pedestrian realm. Small, discrete attached and projecting signs are prefered. Historic signs that animate the streetscape are also acceptable.

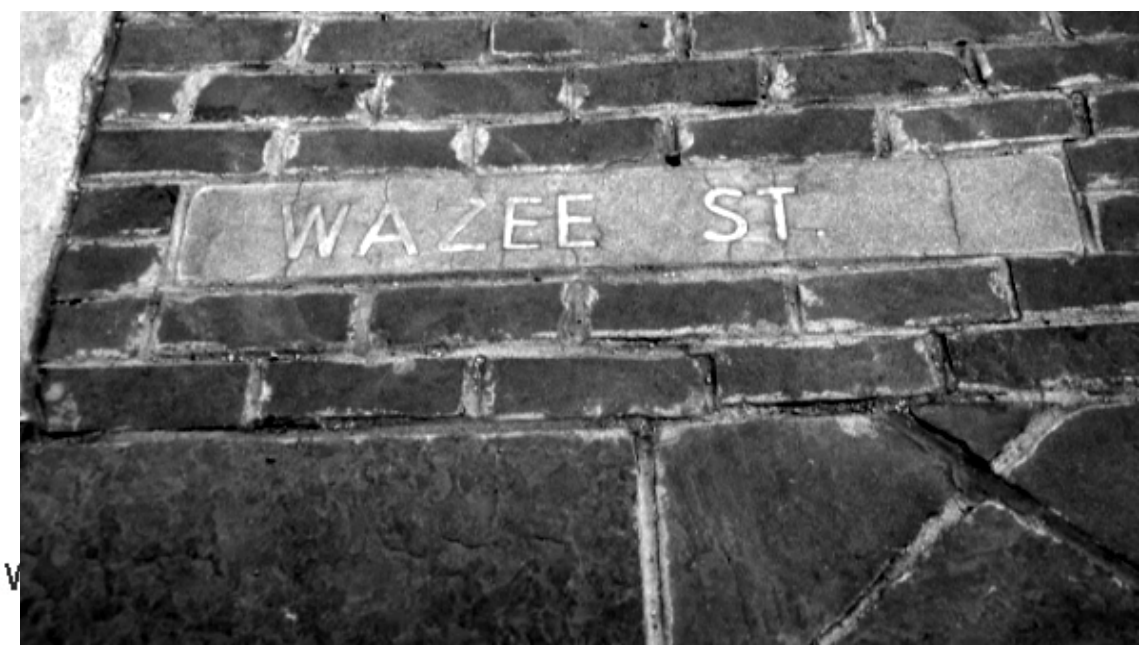
Awnings provide opportunities for signage

Historic signs were directed to both pedestrians and motorists

Smaller, attached signs animate building facades without overwhelming pedestrians

Walnut





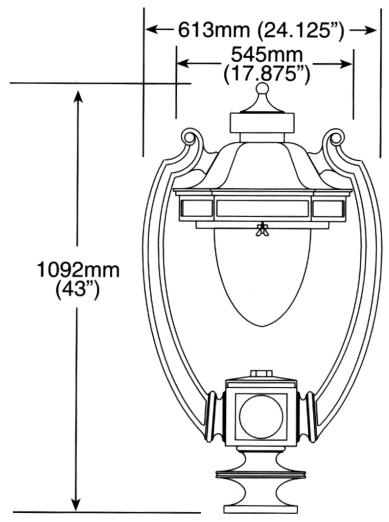
Pedestrian Way Finding – Major Attractions

A pedestrian way finding system is recommended for Downtown that can function in coordination with the vehicular way finding system. Presently, there is no pedestrian oriented way finding system in the Downtown. As distances are somewhat abstract to most pedestrians, the way finding system should report time of travel, not distances. Other important characteristics of a pedestrian way finding system are that it should be of pedestrian scale, easily understood, and regularly available throughout the Downtown. It should provide direction to cultural, recreational and entertainment venues. This type of system is presently in place in part of Downtown Philadelphia.

The timing on the sign will be an average walk time. Pedestrians travel at slightly different speeds depending upon the types of pedestrian involved. A pedestrian travel speed of 3.5 feet per second is recommended for design purposes to enhance and plan for pedestrian travel.

The recommended pedestrian way finding system is a visually attractive small, colorful sign mounted on an information pole or a decorative light poles, incorporated into transit kiosks and imbedded in the sidewalk. Street signs imbedded in the sidewalk at intersections can be an effective way to notify pedestrians of their location and routes to destinations.

A downtown map, which has the location of all cultural, recreational and entertainment venues must be incorporated into each of the transit kiosks, and parking structure entrances.



Milwaukee Harp

Lighting the Pedestrian Realm

The pedestrian realm must be well lighted to provide both functional characteristics of good visibility and safety. Lighting must be designed to provide elements of delight and interest. As the City becomes more of a 24-hour a day place, its reliance on artificial light will be critical to the marketing and function of Downtown. Lighting for the pedestrian realm includes street lighting, pedestrian accent lighting, store window lighting, building up-lighting and seasonal lighting. All must be coordinated to achieve the desired effect. Downtown Milwaukee already has an excellent lighting fixture and these other elements should complement that beginning.

The Public Works Department has an ongoing comprehensive lighting program for all downtown streets. The Downtown Plan has several recommendations for future lighting:

1. Additional lighting poles and fixtures will complement the existing lighting. Lights should articulate the character and use of different street types. A more substantial base and pole with multiple fixtures is recommended.

2. Variation in pole types, base designs and fixture sizes should be controlled. Wisconsin Avenue has six or seven different pole and luminaire combinations. To frequently, function overwhelms design decision; the two can be compatible.

3. Light poles should be placed in straight lines with regular spacing.

4. Lights contribute to the organization of other streetscape elements such as trees, benches and paving. Lighting shall be kept back a minimum of 2 1/2 feet from the curb edge to allow for car door swings and transit access and egress. Align lighting with street trees when possible. Lighting should be placed at least 40 feet apart to insure places for trees and other street furnishings. Luminaries shall be a maximum of 16 and a minimum of 12 feet to avoid glare into upper level windows.

The poles and the fixture for most street or pedestrian accent lights are located in the C "Zone" of the sidewalk and as such have a direct impact on the pedestrian. The base of the pole is most often observed. Consistent bases cohesively identify a street. Lamp base and height should complement the proportion and character of the street.

The quality and the intensity from a row of lights contribute to defining the street after sunset. Light of different heights with a mixture of poles, colors and fixtures along a street contributes to visual confusion. Light standards should be coordinated citywide. Variation on the theme for different street types is also recommended. A new street light standard inspired by the harp light and the lantern (pole and fixture) should be considered. This pole and fixture would be taller, more massive and have more fixtures per pole. To meet this request through the existing supplier, a larger five inch fluted Bradford pole, 16 foot high with a designed double to triple lantern or harp light is recommended. Wider streets will require a more substantive fixture.

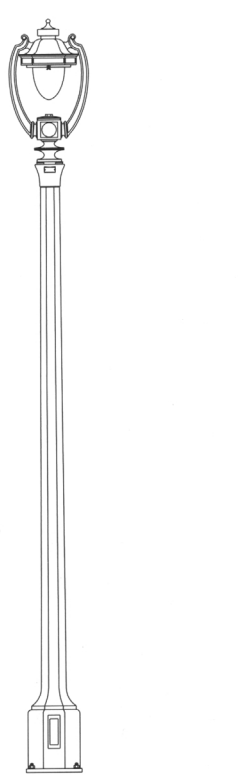
Street lights can contribute to the harmony and rhythm of the street. A single fixture is recommended for the entire avenue for the corners and the centers of the blocks.

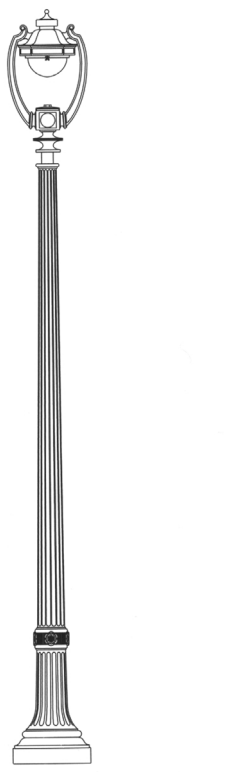
Research indicated that the existing light pole outlets respond to the location of the hollow sidewalks and tunnels. If the curbs are relocated to widen the sidewalks and to allow tree planting, then new runs of wiring with a parallel cadence of outlets should be completed, as shown in this photo.

These most substantial lights should also be used on the boulevards and on the “C” Streets, the extra street width requires a proportionally larger light.

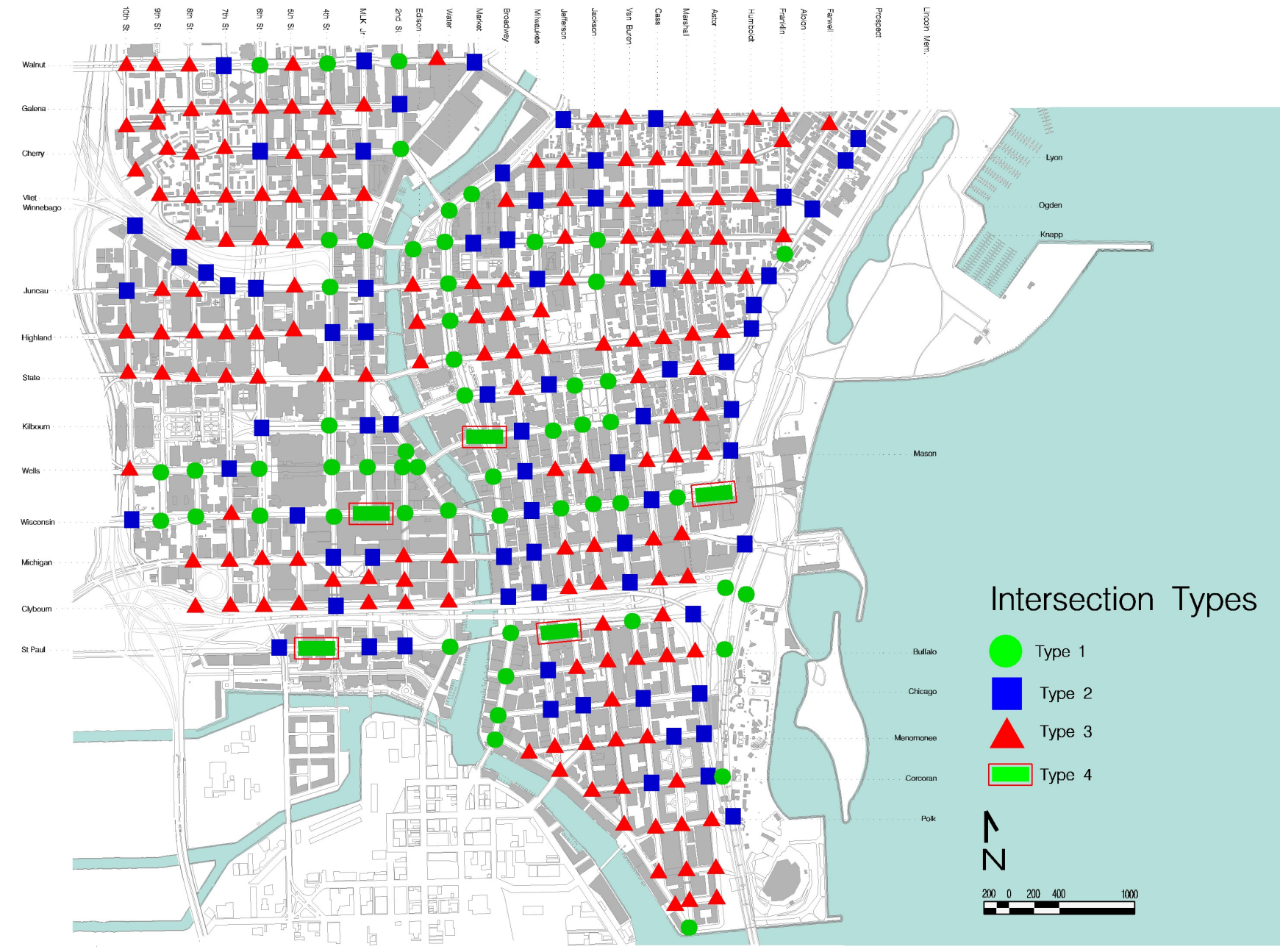
Special effect lighting is highly recommended for downtown streets, particularly those identified as High Pedestrian Activity locations. Special effects may include string lighting in trees or uplighting from the tree grates, key lighting for building facades and details, lighting of building tops and roof flag poles, and special seasonal lighting. Special emphasis should be placed on lighting the river bridges.

All uplighting shall blend with the building architecture and planting and shall be waterproof, with the light source shielded from vehicular view.


Milwaukee Harp on a stepped
Octagonal concrete post


Liberty Harp on a North
Yorkshire cast iron post

Walnut



Defined crosswalks clearly extend the pedestrian realm across the vehicular realm of the street

Intersection Improvements

Intersections are the interface between the pedestrians and the motorists. Intersection design can provide motorists a strong visual understanding of pedestrian movements. By using textures, material changes, colors and even height changes, the intersection can be balanced to accommodate both the car and the pedestrian.

Specially paved crosswalks indicate that pedestrian concerns are addressed. The crosswalks should be an extension of the sidewalk. Retail viability and downtown dynamics depend on the pedestrians comfort level in crossing streets. Pedestrian must be able to "shop and stroll" both sides of the street. Paved or painted crosswalks are required at every corner and perhaps at some mid-blocks that have overly long blocks.

The treatment of the crosswalk and even the entire intersection can have a profound impact on the drivers and pedestrians alike. A change in materials from asphalt to brick or paving stones, indicates the change from vehicular to pedestrian realms. Treating the entire intersection alerts drivers to slow their vehicles. Treating the approach to an intersection with textured paving like cobblestone can act as an alert to drivers and as a minor traffic calming device.

Pavement variations such as cobblestone give the illusion of an expensively paved street. Textured and colored intersections enhance both the pedestrian and the driving experience. They define the intersection as a special place in the Downtown. Their texture and definition may also make safer pedestrian crossings. Cars have a tendency to slow down when they cross rougher cobblestone. Finally, they give the impression of the historic brick and cobble stone character of the historic city. Every intersection in the Downtown will have a pedestrian crosswalk, but only a few will need the historic brick and cobble stone treatment.

There have been several excellent crosswalks recently constructed Downtown, which should be used as prototypes, particularly those on Old World Third Street and at the intersection of East Mason and North Milwaukee. Brick or concrete pavers for the crosswalk are edged with cobblestone. The center of the intersection is constructed with Belgian block or cobblestone. The cobblestone center is slightly raised to function as traffic calmer. This is the premier (Type One) intersection treatment.

There are two intersection improvement maps. The Intersection Improvement Priority Map indicates those intersections that have been completed to date, and the first and second priorities for reconstruction. The street with the most first priority intersections is Wisconsin Avenue.

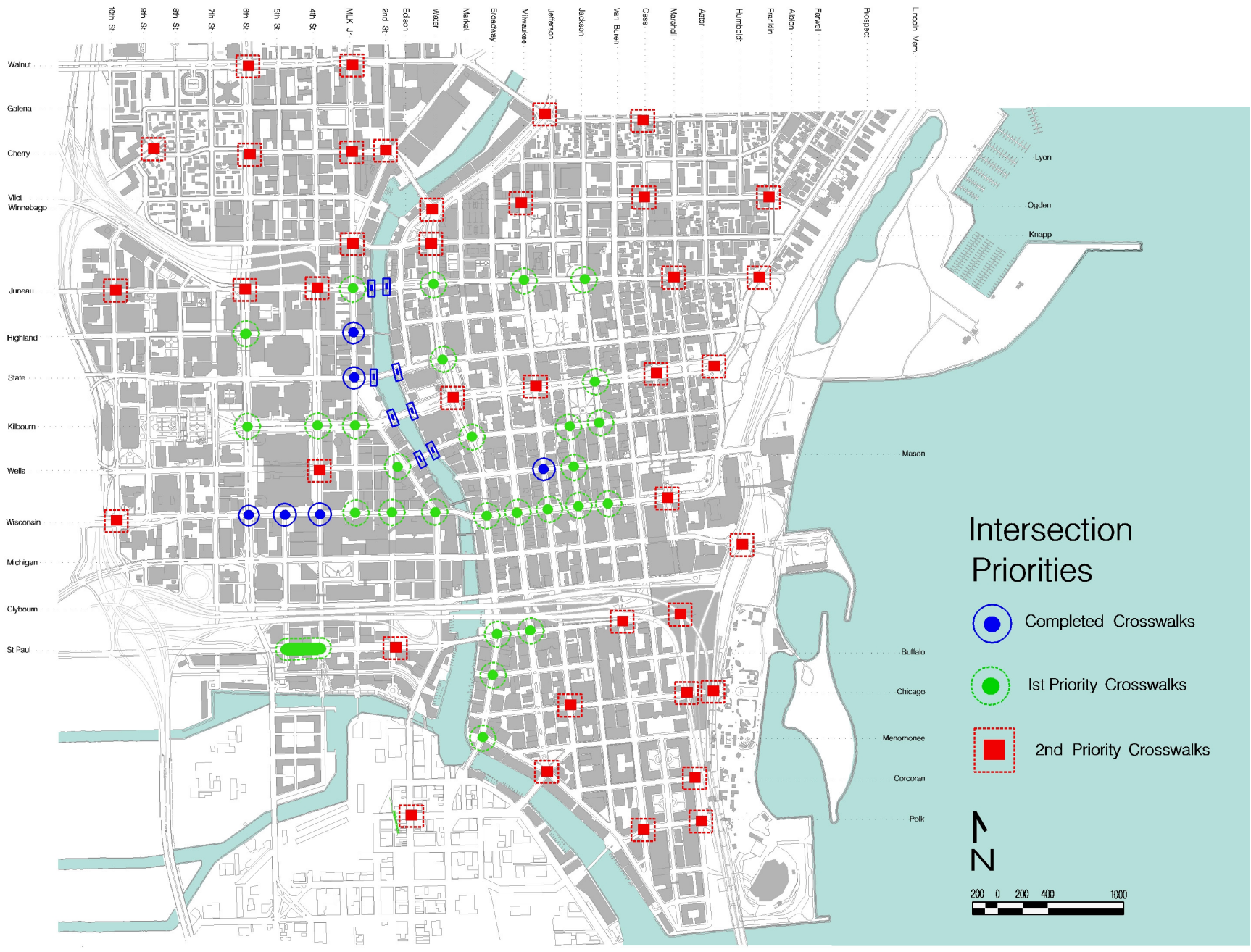
The Intersection Type Improvement Plan indicates the character of the intersection. Three types of intersection treatments are recommended, ranging from cobblestone to paint.

The Type One treats the entire intersection with high quality materials. Brick or concrete pavers for the crosswalk are edged with cobblestone. The center of the intersection is constructed with Belgian block or cobblestone. The cobblestone center is slightly raised to function as traffic calmer.

The Type Two is stamped, colored concrete in the center and on the edge. There is a change in texture to distinguish the crosswalk. There are three Type Two crosswalks currently on Wisconsin Avenue, all located in front of the Midwest Express Convention Center. They are constructed of stamped concrete. They lack the visual impact and quality of the Type One intersections.

The Type Three intersection has concrete pavers or colored stamped concrete to define only the crosswalk. The center of the intersection is normal asphalt paving.

Walnut



The Type Four intersections are all the other intersection. Painted crosswalks are recommended.

Three locations in the downtown have been identified for enhancements more extensive then the Type One intersection. In these locations entire blocks are recommended for textured paving. The paving treatment should emulate a plaza, extending from building edge to building edge. The three locations are: the intersection of Wisconsin Avenue and 3rd Street, extending from the Federal Building to the hotel to the facade of the Grand Avenue Mall; the curve at the termination of Wisconsin Avenue; and the triangular intersections in front of City Hall.

28 intersections are recommended for improvement as the first priority. Another 42, where transit lines intersect, are recommended as the second priority. (See Intersection improvement map 2nd priority.)

The criteria for location of the Type One intersection:

- Intersection of an A Street with a Transit stop, either rubber tire or streetcar
- Intersection of an A Street with another A Street

Three intersections on Saint Paul should be painted until further redevelopment occurs. The intersection in front of the train station should be completed immediately. Imitating a paving pattern with white and terracotta paint is recommended because of pending redevelopment of this area. Two others locations, St. Paul and Milwaukee and St. Paul and Broadway, at the Third Ward market should be painted temporarily.

Pedestrians crossing any street must feel safe and they must not be unduly delayed. Pedestrian priority systems should be investigated for traffic signals. A pedestrian should not have to stand at a corner waiting to cross the street when there is no traffic, as this is a very negative experience, particularly in the cold. The system should control priority for pedestrians,

Textured intersections and crosswalks enhance the appearance of Downtown and slow traffic to pedestrian-compatible speeds